

Amendments to the Claims

Please amend the applicable ones of the claims as shown below in marked-up form, and add new claims, all as follows:

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- 1. (Cancelled)
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59. (Withdrawn) A method for assembling a crank set within a bracket

shell of a bicycle, comprising:

a. threading outer cups of a bearing set into each of two ends of the bracket shell;

b. inserting inner cups of the bearing sets onto each of a crank axle portion of two crank set members;

c. inserting the crank axle portion of one of the two crank set

members into each end of the bracket shell within the outer cups and retaining rings of each bearing set;

d. interlocking the crank axle portions of the two crank set

members;

e. preloading the two bearing sets; and

f. securing the outer cups to the bracket shell.

60. (Withdrawn) The method of claim 59, wherein the two crank axle portions of the crank set members are interlocked by fitting a tenon member on an end of one crank axle portion into a mortise member on an end of another crank axle portion.

61. (Withdrawn) The method of claim 60, wherein the tenon member is fitted into the mortise member by an attachment bolt, the attachment bolt passing through a clearance hole in an end of one crank axle portion and threadably attaching to an attachment hole in an end of another crank axle portion.

62. (Allowed) A bicycle crank set comprising:

a. a pair of hollow L-shaped tubular members, each being of unitary construction and having one-piece continuous walls, each of said members comprising:

i. a first leg having respective first and second closed ends;

ii. a second leg joining said first leg at a position between the axial midpoint of said first leg and a second end of said first leg, said second leg having an open end remote from position of juncture with said first leg;

- iii. interiors of said legs of respective tubular members being in open communication with each other;
- iv. first closed ends of said L-shaped tubular members being rounded;
- v. a second one of said tubular members having a spider integrally formed therein as a part of said one-piece continuous wall, proximate said second closed end, coaxially with said second leg of said second tubular member, said spider being adapted for driving engagement with a conventional bicycle drive chain;
- vi. said members being adapted for coaxial interfitting joining at convoluted open ends of respective second legs for unitary rotation about a common axis of said second legs; and
- b. releasable means for clampingly securing said second legs for said unitary rotation when said convoluted open ends are matingly engaged, comprising:
- i. an outer sleeve surrounding said matingly engaged second legs;
 - ii. a radially expandable inner sleeve positioned within said matingly engaged second legs, including an axially tapered interior surface, adapted to expand outwardly against inner annular surface of said second legs and urging said second legs outwardly into tight fitting contact with said outer sleeve;
 - iii. a threaded stud coaxially located within said inner sleeve;

iv. externally axially tapered bushing means threadedly engaging said stud and axially slidably contacting the interior of said inner sleeve upon rotational axial movement of said bushing along said stud;

wherein rotation of said stud results in bushing axial movement therealong moving said inner sleeve radially outwardly against annular interior surfaces of said second legs, urging said second legs outwardly into tight fitting contact with said outer sleeve and sandwiching said second legs therebetween for unitary rotation one with another.

63. (Cancelled)

64. (Cancelled)

65. (Currently amended) A bicycle crank set, comprising:
- a. a first tubular member having an exterior and an interior surface;
 - b. a second tubular member having an exterior and an interior surface;
 - c. a spider integrally connected to and forming a part of the second tubular member about the exterior thereof;
 - d. a coupling comprising an outer sleeve and an inner sleeve, securing the first tubular member to the second tubular member;
 - e. a threaded stud coaxially located within said inner sleeve, wherein said outer sleeve extends along and in contact with said exterior of said first and second tubular members, and said inner sleeve extends, substantially

parallel and coaxial with to said outer sleeve, along and in contact with ~~on~~ said interior surface of said first and second tubular members; is positioned within said first and second tubular members and overlying juncture thereof, said inner sleeve including includes an axially tapered interior exterior surface adapted to expand radially outwardly against said interior surfaces of said first and second tubular members to urge said contacted portions of said tubular members radially outwardly into tight fitting contact with against said outer sleeve.

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66. (Cancelled)
 67. (Withdrawn) A bicycle crank set, comprising:
 - a. a first tubular member;
 - b. a second tubular member;
 - c. a spider connected to the second tubular member; and
 - d. a coupling securing the first tubular member to the second tubular member.
 68. (Withdrawn) The crank set of claim 67, wherein the coupling includes.
 - a. a mortise member; and
 - b. a tenon member, wherein the tenon member fits into the mortise member to secure the first tubular member to the second tubular member.
 69. (Withdrawn) The crank set of claim 68, wherein the coupling further includes an attachment bolt, the attachment bolt passing through a clearance hole in the tenon member and threadably attaching to an attachment

hole in the mortise member, whereby threading the attachment bolt into the attachment hole in the mortise member securely interlocks the tenon member into the mortise member.

70. (Withdrawn) The crank set of claim 68, wherein the coupling further includes an attachment bolt, the attachment bolt passing through a clearing hole in the mortise member and threadably attaching to an attachment hole in the tenon member, whereby threading the attachment bolt into the attachment hole in the tenon member securely interlocks the mortise member into the tenon member.

D | 71. (Withdrawn) The crank set of claim 68, wherein the mortise member and the tenon member are non-tapered.

72. (Withdrawn) The crank set of claim 68, wherein the mortise member and the tenon member align to place the crank arms in 180° relation to one another.

73. (Withdrawn) The crank set of claim 69, wherein the clearance hole is threaded and has a diameter greater than the diameter of the attachment hole, the coupling being separated by threading a separation bolt into the clearance hole and rotating the separation bolt until an end of the separation bolt forces the tenon member apart and away from the mortise member.

74. (Withdrawn) The crank set of claim 70, wherein the clearance hole is threaded and has a diameter greater than the diameter of the attachment hole, the coupling being separated by threading a separation bolt into the clearance

hole and rotating the separation bolt until and end of the separation bolt forces the mortise member apart and away from the tenon member.

75. (Withdrawn) The crank set of claim 68, wherein the coupling is made of a boron composites.

76. (Withdrawn) The crank set of claim 68, wherein the coupling is made of steel.

77. (Withdrawn) The crank set of claim 68, further comprising two bearing sets, wherein the coupling is located precisely midway between the two bearing sets.
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78. (Withdrawn) The crank set of claim 73, wherein the diameter of the clearance hole is 10 mm, the diameter of the attachment hole is 8mm, the diameter of the attachment bolt is 8mm and diameter of the separation bolt is 10mm.

79. (Withdrawn) The crank set of claim 74, wherein the diameter of the clearance hole is 10 mm, the diameter of the attachment hole is 8mm, the diameter of the attachment bolt is 8mm and the diameter of the separation bolt is 10mm.

3^{80.} (New) The bicycle crank set of claim ~~65~~² further comprising said tubular members having respective integrally formed hollow cylindrical half crank axle portions coaxially oriented with one another and extending transversely from respective tubular members, mutually facing extremities of said cylindrical portions matingly convolutedly engaging one another for torque transfer
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therebetween upon crank set rotation around the axis about which said hollow cylindrical half crank axle portions are coaxially oriented.

4 81. (New) The crank set of claim 65, wherein the first and the second tubular members include:

- a. a crank arm; and
- b. a crank axle portion, the crank arm and the crank axle

portion being a continuous, monolithic thin-wall structure.

5 82. (New) The crank set of claim 81, wherein the first and the second tubular members further include a pedal axle, the crank arm of the crank axle portion and the pedal axle forming a continuous, monolithic thin-wall structure.

DL 83. (New) The crank set of claim 82, wherein the spider is integrally incorporated into the continuous, monolithic thin-wall structure of the second tubular member.

7 84. (New) The crank set of claim 83, wherein the crank axle portion is precisely one-half of total crank axle length of the crank set.

6 85. (New) The crank set of claim 83, wherein the crank arms taper.

9 86. (New) The crank set of claim 85, wherein the tapered crank arms further comprise elliptical cross-sections to distribute stresses uniformly and equally over length of the crank arm.

10 87. (New) The crank set of claim 86, wherein the first and second tubular members are injection molded of aramid fiber composite.

11 88. (New) The crank set of claim 86, wherein the first and second tubular members are injection molded of carbon and glass fiber composite.

✓ 89. ¹² (New) The crank set of claim ⁹ 88, wherein the first and second tubular members are steel-stamped parts of clamshell design electron beam or laser welded together to form a continuous, monolithic thin-wall tubular shape.

D✓ 90. ¹³ (New) The crank set of claim ² 65, wherein the connection between the first and the second tubular member includes interlocking an end of the crank axle portion of the first and the second tubular members, the end of the crank axle portions having a convoluted split configuration.